

INTEX Site Survey

Pease International Trade-port 4-22-03

Arrived at the University of New Hampshire and met with a team of NOAA NENA science members including, Fred Fensenfeld, Gerhard Hubler, Jim McFadden, Cathy Burgdorf. The NASA contingent included Kent Shiffer, Mike Craig, Mike Gaunce, Bob Curry and Jim Gleason.

Tentative dates for NASA occupying space at Pease International Trade-port would be June 21 to August 15 2004.

New Hampshire Community Technical College

First stop on the site tour was the New Hampshire Community Technical College. This facility was offered by the Pease Development Authority because of its availability during the summer academic off season of and its ability to serve a large science contingent for office space. The facility is located off the airfield approximately one mile from the aircraft ramp. Office space is very clean, well lit, carpeted and rooms can be individually locked. Each room currently offers internet access and phone service. Internet connectivity within the building consists of a 100Mb backbone, a G-NAT firewall, 3 smart routers capable of subnetting the building, all going out on a single T-1 line to Concord NH. The Information Systems Department uses NAT for IP allocation and are willing to open ports through the firewall as needed for computer access. Each room has up to four connection plates with two RJ-45 connections for computer connections. NOAA or NASA supplied switches would have to be installed into each room for more user connectivity. Internet access can be upgraded through 2 local companies, Bay Ring and Verison. Each room is electrically powered with 2 individual circuits but each has only 10 amp service. This would have to be upgraded to at least 15 amp service and may be possible as 14 gauge wire is installed throughout. Office Space is supplied with desk and chair furnishings, white board and projector screen in each. Furniture can be rearranged to suit our purpose. Each room is approximately 700 square feet.

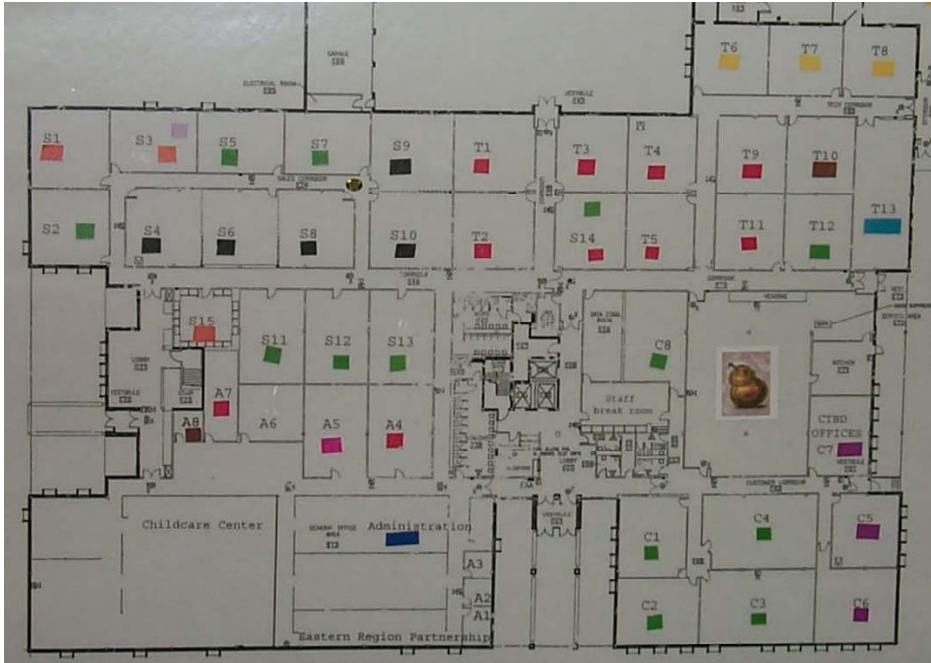
Copier and FAX service can be provided by the host.
Cel phones do not work inside building.



Typical office space.



Onsite cafeteria that is open from 9am to 6pm Monday through Friday.



College Map with “S” spaces available for NOAA and NASA use.
ESPO plan is to use 2 or 3 of these spaces for the MET and science groups.

New Hampshire Community Tech College directions on web site.

http://www.manc.tec.nh.us/nhctc_location.php

Pease International Trade-Port (Airfield and facilities)

Pease Development Authority:

Discussed our objectives, needs and concerns regarding the airfield with Bill Hopper, Airport Operations Manager.

Fire and rescue service is available 24 hours a day 7 days a week.

Air traffic Control is manned 24 hours a day.

Access to the aircraft on the ramp can be 24 hours a day.

Possible ramp parking fee of \$.25 per square foot of aircraft foot print per year.

NOTAMS would have to be handled through the Airport Development Authority for laser or other hazardous activities.

Security / ramp access:

Currently there are two ways to access the ramp and that may depend on where the aircraft will be parked.

Airfield badging: The airfield will allow personnel to access the aircraft via badged escorts onto and off of the ramp. This can be accommodated by a vehicle with the proper airfield sticker or by using a government vehicle plastered with NASA/NOAA logos.

You can also access the ramp with an escort as a pedestrian. The badging process through the airfield is a multi stage procedure and will require some pre-deployment arraignments. This process includes fingerprinting and 10 year employment history at a minimum, but could be waived for Civil Servants because this information should be on file. Lost badge fee \$50.00. Foreign nationals require escort on ramp.

FBO Badging: The local FBO can provide badges to access the ramp but only in the designated FBO parking areas. This would include the general aviation parking and FBO hangars. The FBO type badge has an electronic proximity type sensor that opens the gates adjacent to the FBO.

FBO's and other options:

There are two FBO's on the airfield, Port City and Pan Am services.

Port City is small startup with few, currently available, services. They are in the process of building a hangar to house an avionics shop as well as aircraft in work. They do not offer Government contract fuel at this time.

Pan Am Services offers most of the ground support equipment necessary to accomplish the mission. They would be able to dedicate almost all equipment. They also offer some hangar space that would be required for instrument download and repair from the aircraft although not to house the aircraft. This space would also house our cryogenics and compressed gases. Some hangar rework would be required for security and cleanliness. Small office spaces may be available on the second floor of the hangar, as well as another small office in the FBO main facility office. Internet connectivity would have to be installed within the hangar and offices. Pan AM currently has a satellite internet connection but speed is unknown. Pan Am claims to offer ramp parking space for the aircraft at no charge to the government. Pan Am offers government contract fuel. No upload fee for fuel.

Pan Am does not offer an air-conditioning unit needed for the DC-8 during summer operations. An air-con unit would have to be shipped from DFRC.

Convenient parking is available adjacent to the Pan Am hangar. Hangar is accessible without a badge. Ramp access from hangar requires a badge obtained from the FBO.



Inside Pan Am Hangar.



Ramp View of Pan Am hangar.

Air Cargo at Pease LLC (owns the warehouse where Sea Coast Air Cargo is a tenant), is another option that may be available. This outfit is located on the ramp and offers great accessibility to the aircraft. Air Cargo owns the ramp in front of its warehouse and can accommodate all of our aircraft. Sea Coast has very limited GSE and we should not expect them to support our mission. Restroom is available in warehouse. There is no air-conditioning in warehouse. The warehouse has concrete ramps that provide direct easy access to the building on both the aircraft ramp side as well as the ground side where trucks can offload cargo. Warehouse dimensions are 100'x 200', 20k' of floor space. The floor is sealed concrete. Air Cargo at Pease is currently looking for long term tenants to occupy this space. The warehouse has had a modular trailer installed inside and the electrical hookups are still available. Vehicle parking is abundant. Sea Coast Cargo may require a badge for access to the warehouse even when accessing from the ground side. Ramp access always requires badges obtained through the Pease Development Authority. Cost of ramp parking is \$.25 per square foot plus 100 feet of access space per aircraft dimension divided by 365 per day. Add 25% for the Air Cargo usage fee.

Example: DC-8 aircraft has 142'x 158' length and width. Add 100 feet to each dimension.

$$\text{DC-8} = [(242' \times 258') \times \$0.25] / 365$$

$$\text{DC-8} = \$42.76 + 25\%$$

$$\text{DC-8} = \$53.45 \text{ per day ramp parking} \quad 21 \text{ days of parking} = \$1122.45$$



Sea Coast Air Cargo interior of warehouse.



Aircraft ramp side of warehouse (Sea Coast)



Ground side of warehouse (Sea Coast)

New Hampshire Air National Guard is also a tenant of Pease International Trade-Port, flying KC-135 air refuel aircraft. They were not visited on this site survey but should be contacted to check on available options, (Ramp parking space, GSE and possible hangar space). Security might be the biggest obstacle with many foreign national types with NOAA and NASA.

General items:

We obtained a telephone book for the local Portsmouth NH area.

Facility layout of the New Hampshire Community Technical College.

Chamber of Commerce Portsmouth #603-436-1118

Local hardware store, Home Depot

Residence Inn

Hampton Inn

Courtyard

Fairfield Inn

Local attraction, Red Hook Brewery

<http://www.redhook.com/brewpubs/portsmouth/>

BayRing Communications - Local Phone / internet service

To Do List:

Need to make arraignments early for hotels due to high volume summer travel activities.